

**DEPARTMENT OF TRANSPORTATION**

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CITY OF SAN JOSE  
DEVELOPMENT SERVICES

SCL-101-R21.56  
SCL101811  
SCH2005062017

Mr. Darryl Boyd  
City of San José  
801 North First Street, Room 400  
San José, CA 95110-1795

Dear Mr. Boyd:

**Coyote Valley Specific Plan Project – Draft Environmental Impact Report (DEIR)**

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the DEIR and have the following comments to offer.

**Cultural Resources**

The Department's Office of Cultural Resources Studies is in agreement with the cultural resource impacts, mitigation, and avoidance measures set forth in the DEIR. It is the Department's policy to avoid impacts to known archaeological sites within State Right-of-Way (ROW) if there are prudent and feasible alternatives. Should ground disturbing activities take place as part of this project within State ROW and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and Departmental Standard Environmental Reference (SER) Chapter 2 (at <http://ser.dot.ca.gov>), all construction within 50 feet of the find shall cease. The Department's Cultural Resources Studies Office, District 4, shall be immediately contacted at (510) 286-5618.

**Forecasting****AM Internal Trip Capture Rate**

Table 10 uses a 30% AM internal trip capture rate to reduce generated trips and their impacts to adjacent streets. However, such an extremely high rate is most likely to happen only during the midday peak period (12 noon to 2 PM). Since the majority of retail, such as restaurants and banks do not open during the 7 to 9 AM peak period, the AM internal trip capture rate is not applicable to this project.

**PM Internal Trip Capture Rate**

Table 10 adopts a 35% PM internal trip capture rate to reduce generated trips and their impacts to adjacent streets. This high internal rate may occur during the Friday and

weekend PM peak period; however the study should not apply the 35% PM internal rate to the regular weekday PM peak hour. In order to justify such a high PM internal trip capture rate, please explain the underlying assumptions for the following: (1) Will 35% or above of residents work in the commercial, industrial/workplace and/or mixed use areas during the PM peak hour within the project area? Are 35% or above of the residential units reserved for company workers within the project site? (2) Will 35% or above of residents use commercial and mixed-use facilities during the PM peak hour within the project area?

#### Internal Rate not Applicable to Non-multiple Use Development

The following land uses are not multiple-use developments: suburban activity center, shopping center, office park with retail, office building with retail, and general office. Table 2.0-3 demonstrates several land uses, such as commercial and industrial/workplace that are not multiple land use. Therefore, the internal capture rates are not applicable and should not be used for forecasting based on these land uses.

#### **Highway Operations**

1. Provide cumulative long-term analysis for all recommended improvements stated in Appendix G, (Year 2030 Analysis). The document did not provide Level of Service (LOS) analysis for any of the recommended state facilities. Provide this and supporting documentation for the long-term traffic impact analysis for our review and comment.
2. Provide the proposed interchange geometric drawings for the US-101/Coyote Valley Parkway.
3. Provide the future forecasting and freeway interchange analysis for our review and comment.
4. Provide weaving analysis for the proposed new interchange at US-101/Coyote Valley Parkway.
5. What is the proposed project completion date? Explain the term "Coyote Valley Specific Plan Partial." Is that the No Build condition for the year 2030?
6. The capacities stated in the report that, "2030, 2200 vehicles per hour per lane (vphpl) for freeway segments with six or more lanes and four lanes respectively," are ideal capacities. This analysis should take into account the high percentage of trucks in this area that will reduce the above capacity. Adjustment of the existing counts and proposed trips to passenger car equivalents would be necessary if the above capacities are used in the analysis, as existing counts and proposed trips include trucks.

7. Provide 95-percentile queue analysis for all intersections that intersect with state facilities on and off ramps. Provide mitigation measures if the storage length cannot accommodate the queue length at these intersections.
8. All improvements on state transportation facilities recommended in the long-term year 2030 Appendix G should be completed prior to issuance of the certificate of occupancy.

### **Traffic Systems**

The future construction of the new interchange at US-101 should include provisions for Traffic Operating Systems (TOS's) and Ramp Metering Systems (RMS's).

The planned widening of the US-101/Blossom Hill Road over-crossing and Bernal Road, between the US-101 southbound (SB) off-ramps and US-101 northbound (NB) off-ramps, should protect and keep operational any existing TOS's and RMS's and supporting equipment.

Include the following mitigation measures to the RMS's that are within the project area. These improvements to the on-ramps include; providing High Occupancy Vehicle (HOV) bypass lanes, widen on-ramps for storage, and provide local street storage pockets that feed the metered on-ramps.

The following on-ramps are within the project area. Existing ramp metering configurations, operational status and times are given:

- NB US-101/Bailey Ave. loop on-ramp (2 mixed lanes equipment installed/inactive),
- NB US-101/Bernal Rd. (NB) loop on-ramp (Operational, 2 mixed, 5:30-9 AM, M-F),
- NB US-101/ Bernal Rd. (SB) diagonal on-ramp (Operational, 1 HOV/ 1 mixed, 5:30-9 AM, M-F),
- NB US-101/ Blossom Hill Rd. eastbound (EB) loop on-ramp (Operational, 2 mixed, 5:30-9 AM, M-F),
- NB US-101/ Blossom Hill Rd. westbound (WB) diagonal on-ramp (Operational, 1 HOV/1 mixed, 5:30-9 AM, M-F),
- SB US-101 Bailey Ave., diagonal on-ramp (1 HOV/2 mixed lanes equipment installed/inactive),
- SB US-101/SR-85 (SB) connector (2 mixed lanes equipment installed/inactive),
- SB US-101/Bernal Rd. diagonal on-ramp (HOV/1 mixed lane equipment installed inactive),
- SB US-101/Blossom Hill Rd. (EB) diagonal (Operational, 1 mixed, 3-7 PM, M-F),

- SB US-101/Blossom Hill Rd. (WB) loop on-ramp (needs RMS equipment),
- NB SR-85/Bernal Rd. (SB) diagonal on-ramp (Operational, 1 HOV/1 mixed, 6-9 AM, M-F),
- NB SR-85/Bernal Rd. (NB) loop on-ramp (Operational, 1 HOV/1 mixed, 6-9 AM, M-F).

### **Hydraulics**

If the runoff from this development is not expected to cause significant adverse impacts to downstream areas of US-101 and Monterey Rd. (SR-82) within the development boundaries, it should be so stated with justification and back-up analysis provided. Locations of particular concern are across Coyote Creek at US-101 and across Fisher Creek at SR-82. Please see the attached maps marked with red circles.

### **Transit**

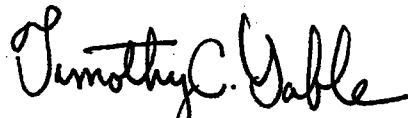
MM-TRAN-17 on page XV should include Park and Ride facilities to serve the project and possibly HOV direct ramps or by-pass lanes to help facilitate access to transit and carpools.

### **Community Planning**

MM TRAN-4, MM TRAN-5, MM TRAN-10, MM TRAN-11 (pages 175 and 176): As acknowledged on page 163, large amounts of vehicular traffic can inhibit pedestrian and bicycle traffic. Consider describing how pedestrians and bicyclists will be accommodated in the widening of these roadways and intersections (Blossom Hill Road overcrossing, Bernal Road intersection with US 101 and SR 85), and how impacts on them resulting from the widening will be reduced.

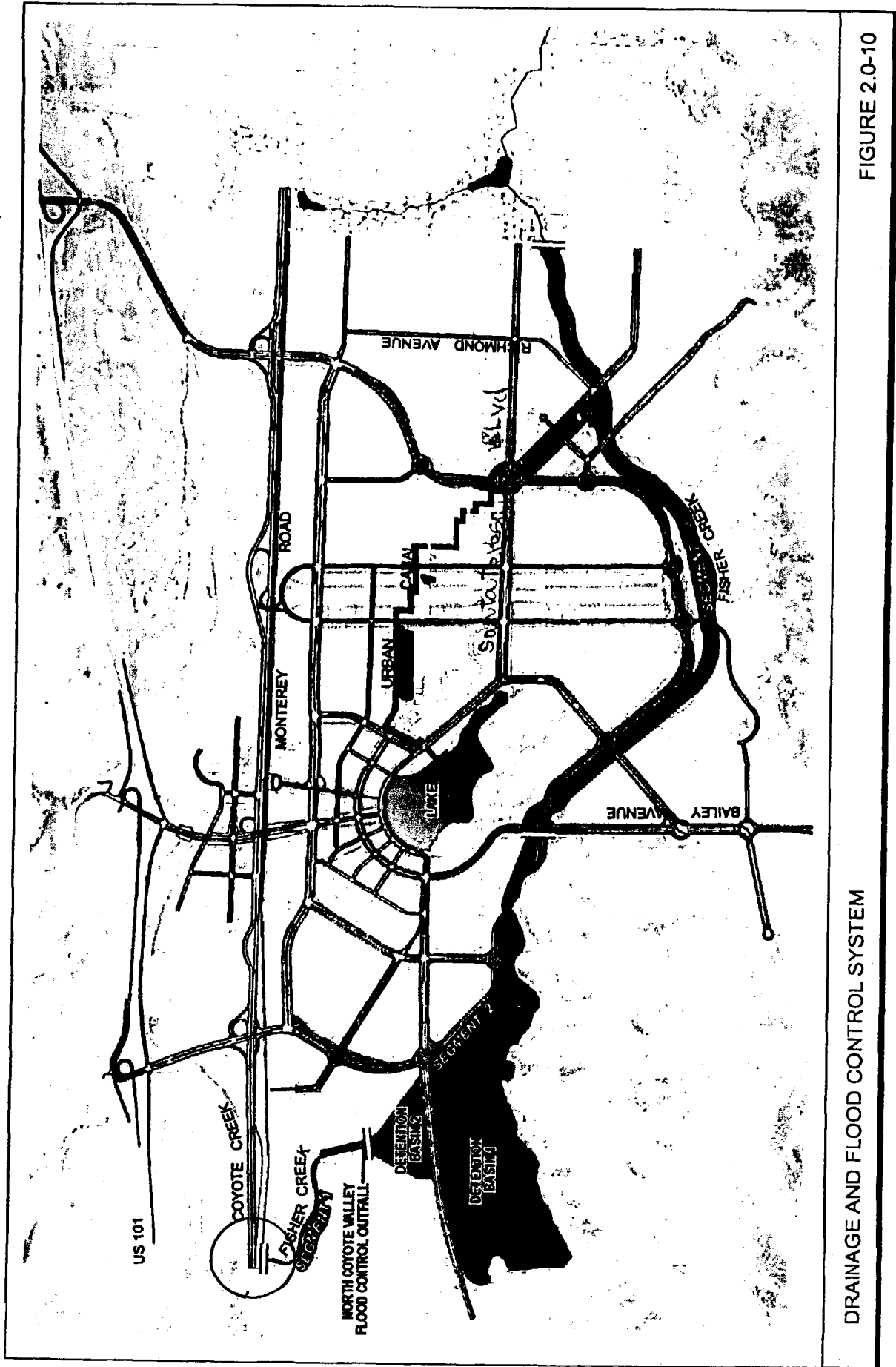
Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,



TIMOTHY C. SABLE  
District Branch Chief  
IGR/CEQA

c. Scott Morgan, (State Clearinghouse)



DRAINAGE AND FLOOD CONTROL SYSTEM

FIGURE 2-0-10

